Shirtwaists For a Song

There's to be a 98c sale of Waists in the morning. For various reasons they have been retired from regular stock and placed on a second-floor

bargain table. 18 Flannel Waists, in small sizes, soiled rom being used in window displays: former prices up to \$7.50. 12 black Jersey Waists, in small sizes, formerly selling upward to \$6.50. 10 SHk Waists, in odd sizes, soiled and jussed from handling, some which sold

up to \$8.50 each. Choice of any . . . 98c



Has stepped to the front in the full array as a

DRAPERY STORE @

Not a bit of luck about it. It is simply the return of systematic and intelligent work, always obtaining the best goods and selling them at a fair

TUESDAY MORNING

We put on sale 20 pieces beautiful French Cretonnes, just received from an importer, and were made to sell at 60c and 75c per yard. Tuesday they all go at

30c and 35c per yard. CARPETS, RUGS, WINDOW SHADES

"Go to a Glove Store for Gloves."

Driving Gloves......50c, 75c, \$1 and up Working Gloves. . 25c, 35c, 50c, 75c, \$1 and up. Mittens..... 25c, 35c, 50c, 75c to \$1 a pair

LOY STORE IO EAST WASHINGTON STREET.

FIFTY MEN GO ON STRIKE

QUIT WORK BECAUSE NEGROES WERE NOT DISCHARGED.

The Haughville Sequel to the Shooting of Joel Combs by James Johnson-No Violence.

About fifty employes of the National Joel Combs by James Johnson, colored, both of whom were employes of the com-

Racial prejudice has been apparent at several minor outbreaks before the riot and | enacted that no such surrender had been affair embittered the white men against | The Legislature of 1897 enacted that, notthe negroes and fresh fuel was added to withstanding the acceptance by the comthe flame yesterday morning when George Faber, white, was discharged. The super- be amended, revised, repealed or added to intendent claimed that he had been the | Section 23 of the original charter required cause of the riot Saturday night. The news of Faber's discharge soon spread through Legislature had regulated its tolls, and the the plant and at noon the white men work- | Legislature was not permitted to regulate and demanded the immediate discharge of invested, with 10 per centum per annum all the negroes. The superintendent refused | thereon. The Legislature of 1897, notwithto accede to the demands of the white men 1873 and notwithstanding there was no and all of them struck after working about right to amend it, amended Section 23 in one hour. The men were then told that such a way that the company was required charge of being accessories to the murder.

A meeting was held in the afternoon in the hall in the rear of John Baist's saloon at the corner of Warman avenue and Michigan street, and another in the hall over Pat Broderick's saloon at 2526 West Michigan street last night, and at both meetings it was decided to stand firm and not go Legislature of 1897 appropriated for the use near the plant unless the negroes are discharged. The men have organized themselves for the purpose of holding out against the negroes, but are acting independently of their union.

The white men complain that the negroes have caused considerable trouble at the plant at different times. About a month ago one of the negro employes shot at Richard Broderick, and it has not been long since a negro fired into a crowd of white boys. There were no demonstrations of violence yesterday afternoon or last night. A police sargeant with a squad of patrolmen were at the plant yesterday afternoon to prevent any outbreak.

SAMUEL T. JOHNSON HERE.

A Former Indianian Now a Minnesota Bank Examiner.

Samuel T. Johnson, a former citizen of Indiana, but now public examiner and superintendent of banks for the State of Minnesota, is in the city. Mr. Johnson left | company. From the aggregate of the total raised in this locality, his father having practiced medicine in this State. In speaking of early days in Indiana, Mr. Johnson said yesterday that his father walked from this State all the way to Philadelphia to attend medical college and three years later walked back to Indiana. Mr. Johnson is here to urge Senator Fair-

banks to make an address in Minneapolis on the occasion of the celebration of Lincoln's birthday in February, by the Hennepin Association, a Republican club, of made, dinnesota. It is the intention to have Senator Beveridge take part in the next Minnesota State campaign.

MR. TAGGART IN TOWN.

He Talks About the New Hotel at

French Lick Springs. Ex-Mayor Taggart returned yesterday from French Lick Springs, where he went the day after the fire in the hotel in which he is interested. He says the fire did little damage and was promptly extinguished by hotel property. He says the people in the held that the action was founded upon a neighborhood were also very kind, and many of them came with buckets and assisted in the work of putting out the fire. Work on the new hotel at French Lick is progressing satisfactorily, Mr. Taggart says. The Brewers' Association of Indiana nas arranged to hold its next meeting at the French Lick Hotel. This meeting will he held on Nov. 11. The association usually

New Planos 1165 and up at Wuischner's. of appellant. The unlawful attempt of the to marry Al M. Terry at Seymour, Ind.

meets in this city.

COMPANY'S APPEAL FROM THE DE-CISION OF JUDGE CARTER.

State of Indiana and Railroad Company Fighting for a Prize of \$913,905.01.

USED VIGOROUS LANGUAGE

COMPANY RELIES MUCH UPON A DE-CISION RENDERED IN 1875.

Attention Called to the "Four Crucial Periods" in the Company's

Fifty Years' of Life.

A brief of mammoth size, containing 300 printed pages, was filed in the Supreme Court yesterday by John G. Williams, Chambers, Pickens & Moores and Lawrence Maxwell, jr., attorneys for the Terre Haute company's appeal from a judgment rendered by Judge Carter, of the Superior Court, against it in favor of the State of Indiana in the sum of \$913,905.01.

assignments of error, for the commission of which it asks that the judgment be reversed. These errors pertain to Judge Carter's rulings on the State's demurrers to the different paragraphs of the railroad company's answer; also to the rulings on the railroad company's exceptions to the report of Noble C. Butler, master, and to the lower court's finding against the com-

The action grew out of a demand made by former Attorney General Ketcham upon the railroad company for all of its net receipts since Jan. 17, 1873, so far as such receipts exceeded 15 per cent. of the capital employed in the construction of the road after its earnings equaled the cost of construction, together with 10 per cent. thereon, as specified in the charter granted to

The railroad company has relied much upon the suit of the State on the relation of Denny, attorney general, against the railroad company, filed in 1875 in the Marion Superior Court, in which the defendant's and final judgment rendered, which was against high waters. The Weather Bureau later affirmed by the Supreme Court. The brief filed yesterday contends that the the rise and fall of the water, and warns an examination and discussion of a map action of 1875 is an effectual bar to the them when there is danger of floods. among the numerous points discussed by he brief is one that alleges negligence on

the part of the State in attempting to colbrief admits that a charge of neglect does not hold good against the State in its sov-State enters into a commercial transaction uch as this it divests itself of its sovereignty and is then open to charges of neglect the same as an individual would be. FOUR CRUCIAL PERIODS. The brief recites that during the fifty

years of its existence, from 1847 to 1897, the Vandalia Railroad Company passed through four crucial periods. In 1851 and 1868 it was threatened with destruction from financial reverses. In 1873 and 1874 the State brought against it a quo warranto proceeding asking the forfeiture of its charter because it had not paid into the State treasury for use of the school fund a per cent, of its earnings, as required by the court held that nothing was due the after it had gone into the hands of a rethe State filed the present claim enacted by the Legislature of 1897. In its

attack upon this law the brief says: never submitted to the consideration of a authority had surrendered its charter in 1873. The Legislature of 1897 in amending any and all provisions of its charter might the company to account to the State for only such profits as might accrue after the its tolls until the aggregate amount of divi- where they were separated. dends declared had equaled the full sum regulation of its tolls and freights, and per- | the cases come up for trial a hard fight will | for the interurban cars to get into the mitted this legislative regulation to be made when the aggregate amount of dividends earned (not declared) amounted to the full sum invested and 10 per cent. per annum thereon. Going still further, the of common schools all of the profits of the company which might be found due to the State upon a certain basis for accounting fixed by the law of March 4, 1897. The basis thus fixed was not in any manner warranted by the original Section 23 nor even by the amendment thereof on the 24th of February, 1897. In stating the account betwo-n the parties under this act of March 4, 1897, the company would be credited with the full sum invested, together with interest thereon at the rate of 10 per centum per annum, and would be charged with the total receipts arising from the operation of the road. When those receipts equaled the sum invested, with 10 per cent. per annum, another account would begin. The company would be charged with total receipts until Jan. 17, 1873, would then be credited with 15 per cent, per annum upon the capital employed and the balance would represent the amount due the State. It will be observed that in stating such an account neither dividends declared nor net earnings would be considered. It is the 'total receipts' of the company up to and including the 17th day of January, 1873, which the law specifies shall be charged against the amount received between the date when the total receipts equaled the amount invested and 10 per cent, per annum is to be deducted only 15 per cent, per annum upon the capital used, and no allowance whatever is to be made as a reserve for future

contingencies. "No justification of any of this legislation in 1897 is possible. None has ever been at tempted. The bare statement of it is sufficlent to show how obnoxious it is to those provisions of the Constitution of the United States to which reference has already been

VIGOROUS DENUNCIATION The brief concludes with a vigorous defairly tried and determined in the court below," and it concludes thus:

"A grave and far-reaching error was ommitted when the demurrer to the complaint was overruled. A theory of the case was then adopted which was palpably and wholly wrong. A construction was put ipon appellant's contract with the State, which was in plain violation of all rules considered binding upon courts in the interpretation of statutes. Then errors followed ast treading upon each other's heel. In sustaining demurrers to the answers it was contract in writing, and that the twenty years statute of limitations only applied, and that the State was not subject to the doctrine of laches and acquiescence. The case made by the complaint was submitted for decision and an entirely different case was decided. The undisputed facts showing a former adjudication of all the matters presented by the complaint were entirely disregarded.

State to create a liability where none exsted under its contract with appellant was carried to a successful end in the court below, and it is most respectfully submitted that the judgment below should be in all

The copies of the brief that were filed in he Supreme Court attracted much attention because of their binding, which is of morocco leather. Briefs bound so handsomely rarely appear in the office of the clerk of the Supreme Court.

JOHN JONES KILLED.

A Big Four Fireman Fell from His Cab and Met Instant Death.

John Jones, a Big Four fireman, living at 2827 Jackson street, was instantly killed vesterday afternoon on the bridge over Big Eagle creek. He had been employed on the St. Louis division of the Big Four for about a month. Yesterday, with the train crew he went to Sunnyside. The engine returned 'light' to Mount Jackson for water. While crossing the bridge Jones, who was in the gangway of the cab, talking to Engineer 'Buck' Sage, slipped and fell. The motion of the engine caused him to fall from the cab. His head struck one of the upright beams of the bridge, fracturing the skull and killing him instantly. The body was taken to the city morgue by City Dispensary doctors, and later taken by Long & Finn to prepare for burial. Jones was married and leaves a widow, who is a cripple, and three children.

& Indianapolis Railroad Company, in that | HE IS MAKING A TOUR OF WEATHER BUREAU STATIONS.

The brief enumerates forty-eight separate | Will Recommend Additional Room for the Local Bureau-Forecasts for Farmers.

Henry J. Cox, professor of meteorology in connection with the United States Weather Bureau, is in the city, having stopped here on a tour of inspection of the Weather Bureau stations in different Western States. Professor Cox is located in Chicago. He speaks highly of the past work of William T. Blythe, the new local forecaster. Professor Cox thinks the present quarters of the local bureau in the Majestic building insufficient for the work that is being done here, and will recommend to the department that additional room be provided. During his present tour Professor Cox visited the station at Cairo, Ill., and reports that the people of that section are much pleased with the river forecasts that are now being made. Cairo is at the junction of the Ohio and Mississippi rivers, and that locality is ever on guard Professor Cox and Mr. Blythe are both enthusiastic over the success of the scheme to furnish the farmers of the country with daily forecasts. These are sent the postmasters each morning by telegraph, and routes. In Indiana these forecasts are circulated among the farmers in many localiereign capacity, but asserts that when the ties. Professor Cox will probably wind up his work here to-day.

HELD FOR COMBS MURDER

FOUR COLORED MEN APPEAR BE-FORE JUDGE STUBBS.

Three of the Men Bound Over Without Bail-Johnson's Confession -Other Cases Heard.

In Police Court yesterday James Johnson, Sam Williams, Charles Bradshaw and William Griffin, negroes, were examined 'and held to the grand jury for the murder of "Legislation more curious than this was | Joel Combs on Saturday night. Johnson was charged with the murder and the others with being accessories. Johnson had the details, which corroborated the stories told by Griffin, Williams and Bradshaw. A plea of guilty was made, but withdrawn upon demand of their attorney, who insisted that the men be given an examination. All but Griffin were bound over without bail. He was given opportunity to secure release upon furnishing a bond of \$1,000, but was unable to secure it. Commitments were ready at the conclusion of the examination, and they were hurried to the jail

The police have strong cases against all of the men, and, with the possible excepno trouble in securing convictions on the people to the population of Indianapolis." the beginning, regardless of any legislative and many friends, and it is thought when that Washington street is the only way result in an effort to clear Johnson. Yes- city, whatever way may be given them to terday in court Superintendent Hyland and | get out. He took an incidental shot at the Captain Gerber were the only witnesses put | railroad companies in speaking of the practhe men.

Judge Stubbs dealt severely with Charles McClenahan, a negro, who claims Nashville as his home and who appeared charged with carrying concealed weapons. He was found by Patrolmen Cronin and Larsa late Saturday night sitting in an alley. When searched a large revolver was found on out a fine of \$50 and costs.

Maxine Demoine, inmate of an East Court-street resort, was fined \$25 and costs and given sixty days for drawing a knife, and \$5 and costs for being an immoral woman

Melvin Montgomery, 313 North East street, and Harry Krug, 421 North Illinois street, each about eleven years of age, were in court charged with the theft of horses. Their cases were continued until Thursday. Detectives Dugan and McGuff say the boys have been stealing horses in various parts of the city and keeping them for a day or two in a vacant stable at 1633 Hall place and then turning them loose. A large number of horses have been reported missing, but most of them have been found after two or three days. In the stable the officers found a horse and buggy belonging to John Huffner, of 935 Indiana avenue, and a lot of brushes, blankets, buggy curtains and pitchforks, which it is thought were stolen. The boys, it is claimed, stole feed from barns in the vicinity, and the animals in their custody did not lack for food or care.

WAS BATHING IN A CREEK

Mike Barrett Is Detained on a Charge

of Insanity. A man giving the name of Mike Barrett was taken to police headquarters yesterday have been chased by a mob, which shot him in the back. Bicycle Policemen Streit and Losh examined him and were unable to find any wounds. Other actions indicate that he is insane. An effort was made to get word to his friends or relatives yesterday. but no reply was received and it was not known whether or not the messages were

RETURN OF PRISONER.

Jessie Morgan, Out on Parole, Is Again

Incarcerated. An officer of the Woman's Prison was sent yesterday to Vincennes to return Jessie Morgan, who has been for about a year on parole. Her conduct as reported to the prison has been unsatisfactory to the prison "In fine the record is full of errors, both | board. A dispatch from Vincennes yesterof law and fact, all to the manifest injury day stated that the woman was preparing

QUESTION OF A FRANCHISE AGAIN UNDER CONSIDERATION.

Mayor, Council Committee, Works Board, Merchants' Association and Companies Represented.

ALL THE DETAILS DISCUSSED

SEVERAL SUGGESTIONS OFFERED BY MAYOR BOOKWALTER.

The Interested Persons Will Make a Tour of Streets To-Day-An Early Settlement Expected.

Place around a table for the discussion of any question President McCulloch, of the Union Traction Company; President Hugh McGowan, of the Indianapolis Streetrailway Company; Messrs, McDonald and Pinford, of the Greenfield road, and Irwin, of the Greenwood line; Paul Krauss, E. K. Chapman, Fred Ayres, Ferdinand Mayer and H. P. Wasson, of the Merchants' Association; Councilmen Cooper, Negley, Wahl, Meyers and Sourbier, of the contracts and franchises committee; Major Megrew, Edwin Logsdon and Charles Maguire, of the Board of Works, and the

thoroughly discussed. With Mayor Bookwalter, the gentlemen named met in the mayor's office last night to thresh out the interurban contract question, and, although the main points of the contract, relative to the matters of compensation and route, were argued in detail, there was no definite conclusion reached. McGowan, the representatives of the Merchants' Association, the Council committee mentioned, the Board of Works and officers of the interurban roads concerned will take a drive over the different routes suggested as feasable and try to settle the matter one way or another.

A GENERAL DISCUSSION. ested in the solution of the problem, it formal exposition of ideas by many of the raised the question of fares. "What action is to be taken as to city tickets on intertheir being accepted by the conductors of

outgoing cars, there seemed to be no in-

In answer to Mr. Cooper President Mc-Culloch, of the Union Traction Company, talked at some length. "As to this matter of tickets," he said, "it is all or none. The 'ouncil must make us accept city tickets on all our cars, both incoming and outgoing, or else give us the right to refuse them on all the cars. Should a half-way measure be adopted it would be the cause of endless complications, and the papers would be full of rows between our conit through their heads why tickets would not be as good on one car as another. As right here that neither my company nor any other interurban company wants it. We don't want to be bothered with it. It will be a loss and an annoyance to us. Let me give you an example. Last Saturday night a single Greenfield car leaving the city late hauled 131 passengers to Irvingon, and took out of that suburb only seven for Greenfield. Dozens of Greenfield people unable to make their way through the rush

of city people to board the car had to spend the night in the city. Mr. McCulloch remarked that the difpreviously made a confession, telling all of ficulty of keeping off city passengers is one of the hardest propositions with which the interurban roads have to deal.

ONLY ONE CHOICE. Mr. McCulloch took occasion to emphasize the necessity for the Council to give the interurban roads a "square deal." "If we had not gone ahead and built these roads we might ask anything in reason and get it from the city," he said; "but now we have to take what we can get. However, there is dependent upon the treatment we get the building of interirban lines from Logansport, Martinsville, Shelbyville, Kokomo, Crawfordsville and Flainfield, and the city will surely not frighten away by unfairness to us what will equal an increase of more than 50,000 Voicing the unanimous desire of the Mer-Johnson's lather has considerable property | chants' Association, Ferdinand Mayer said on the stand for the State, and they gave | tical impossibility of obtaining continuous but little of the evidence they have against low fares, which would aid in bringing people into the city for trading purposes. He was of opinion that passing the cars over Washington street one way would not interfere with traffic. Mr. McGowan, in few words, explained that even now with city cars alone passing

over it, Washington street is sometimes almost impassable for pedestrians. He said him. He went to the workhouse to serve | that should the Council give to the interurban companies the right even to come in on the street it would be absolutely blocked and the Merchants' Association would soon repent of the permission. If such permission were given, Mr. McGowan said, he would find it necessary to remove many of his cars from Washington street. While it is advisable to tap Washington street, he thought, still nothing could be more unwise than to use it as the main line of en-

trance or egress. MAYOR TAKES A HAND. Mayor Bookwalter took up the discussion and asked if in the opinion of the gentlemen present it were not far more advisable to inconvenience interurban passengers by having them walk a block or more to get novance to the 160,000 or more people who use city cars on Washington street daily. and who would be given a lot of trouble should the choking of the street cause the removal of city cars. It would be far better, he thought, to make the man who omes to town only once a week walk the added square or two. The officials of the interurban roads are not at all insistent in their demands and stated that all they desire is a fair entrance

on a good street. Mr. McGowan, of the street-railway company, is apparently throwing no obstacles in their path and the discussion of the question was very quiet. The party of gentlemen mentioned will this morning look over Maryland, Georgia, Ohio and other streets. The loop suggested by Mr. Logsdon seems to be it favor. The committee on contracts and franchises expects to be able to report to the Council at the meeting next Monday

CENTRAL LABOR ACTION.

What that Body Desires in the Way of a Franchise.

John F. White, representing the legislative committee of Central Labor Union, arrived at the meeting of the council committee last night to be heard and was requested to mail a communication he desired to present to the mayor. There are about 6,000 members of organized labor in the city, representing perhaps 35,000 inhabitants, and it is argued that they patronize street-railways as much if not more than any other class of citizens. The communication addressed to the board follows: "Whereas, The city authorities now have

under consideration certain franchise con-

tracts relating to the use of the streets by nterurban railways, and, whereas, the Central Labor Union has always pursued he policy of lending its influence to secure contracts of this character that would fully protect the public interest, we therefore

"1-That all such contracts should be for a short term, so as not to fetter those who deal with the problems in the future, or if a long time contract is made, a stipulation should be inserted permitting a readjusting of the terms of operation at short intervals. These periods should not exceed

ive years. "2-That there should be public supervison of accounts, the railway officials being equired to make annual reports to the city f gross business transaction, such reports to be sworn to and to be verified by official inspection. This will furnish reliable data

"3-That the routes of such railways should be so arranged as to take the cars out of the congested portions of the city. "4-That the roads should be required to establish a central or union station for the handling of freight and passengers. "5-That there should be well-guarded provisions to prevent arranging dangerous complications as a result of possible future combination of city street-railways and interurban lines. "We recognize the value to the city of

these interurban lines and in the developing period should meet them with a spirit of liberality consistent with the public welare, and believe if the provisions outlined above are recognized in the contract the question of fares, transfers and other compensation to the city are not material at The letter is signed by John F. White Thadius S. Gurley, Rescoe Barnett and Edgar A. Perkins, constituting the legislative committee. The communication was indorsed by Central Labor Union last night before being taken to the meeting of the

INFLUENCE OF RELIGION IN RESTOR-ING IT TO ITS OWNER.

probabilities are the question will be pretty Governor Durbin Highly Gratified to Again Have Flag of His Regiment in His Possession.

The restoration of a regimental flag

through the mysterious workings of relig-This morning, upon the invitation of Mr. is arousing much interest in state official circles just now. The flag in question is the Col. Winfield T. Durbin, now Governor hundred-and-sixty-first, in the Spanish-American war, was in camp. The flag was originally presented by the women of Mount Vernon, Ind., to Company B, of Last night, although there were present the One-hundred-and-sixty-first, and by at the meeting fully fifty gentlemen inter- that company loaned to Colonel Durbin to be used at his tent in Camp Mount. When was found impossible to go through the the One-hundred-and-sixty-first was orcontract section by section, disposing of dered to Jacksonville the flag accompanied each feature as presented. Instead, after it, and was daily saluted in front of Col. Durbin's tent at that point. Later the beautiful emblem did similar duty at Savannah, Ga. When the order came to the One-hundred-and-sixty-first at the latter place to embark for Havana, Cuba, Colonel Councilman Cooper, of the committee, Durbin superintended personally the packing of the flag, and himself stenciled the urbans?" he asked. He suggested that name of its destination on the box. Arwhile it might not be wise to insist on rived at Havana, the camp equipage was unpacked, but when Colonel Durbin's flag ustice in giving citizens the benefit of was sought it could not be found. The sing city tickets on incoming interurban | most thorough search failed to bring it to light. The loss created much regret, especially among the officers and men of Company B, by whom the silken banner was highly prized.

the loss of Colonel Durbin's flag ceased to Adjutant General Ward received a letter from a man residing in a Western town inquiring if the One-hundred-and-sixtyfirst Indiana Regiment had lost a flag during the Spanish-American war. The writer tempted by the silken richness of the emblem into stealing it, but he declared that science commanded him to restore the flag. General Ward knew nothing of the loss of the flag at Havana, but upon inquiring of Governor Durbin was quickly informed of the incidents related above. The banner is now lying upon a table in the Governor's parlor in the Statehouse.

Will Have to Wait a Year.

Governor Durbin confirmed yesterday the statement published in the Journal some days ago, that the present monument regents will be reappointed Nov. 1 to constitute the board of control of the monument in accordance with the law enacted by the last Legislature. The Governor said he appreciates the claims of the Spanish-American war veterans, but thinks would be in good taste for the veterans of the civil war to remain in charge of the monument at least until after it is dedicated, which will be next May. There will be a vacancy on the board of control at the end of a year and then, the Governor intimates, the Spanish-American war veterans will probably secure the recognition they

\$1.00-DECATUR AND RETURN-\$1.00. Via I., D. & W. Ry., Sunday, Nov. 3. Special train leaves Indianapolis 7 a. m

LAKE ERIE & WESTERN R. R. \$1.00-Out of Town Excursion-\$1.00. Fort Wayne, Ind., and Celina, O. \$1.25-St. Marys and Lima, 0.-\$1.25 Sunday, Nov. 3, 1901.

Leave Indianapolis 6:30 a. m. Feed your horse JANES'S Dustless Oats. Dyeing and Cleaning.

French Dry Cleaning a specialty, for first-class work go to SMITH'S DYE WORKS, 208 N. Pennsylvania street. Tel. 26931. Money Loaned on Watches, Diamonds At reduced rates. Most reliable place in the

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Made from short feathers and tips. FAILLES, Leo Lando, Manufacturing Optician Removed temporarily to 109 East Ohio street.

Long Amazon Plumes

Halloween Masquerade Suits At KINKLIN'S, 9 N. Meridian st. Cook's Extra Dry beats 'em ali. Cook's Imperial has a perfect bouquet.

Cook's Champagne is strictly pure. The Indianapolis Paste Co. Paste for every purpose. 118 S. Delaware.

home Mrs. Austin's Pancake Flour. Your grocer waits to supply you. If you like Mrs. Austin's famous Pancake Flour won't you be good? Tell your friends how

Help your wife to get breakfast easy; take

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Four dozen pieces in Mahogany 'Chest \$55.00 and upwards.

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and the prices smaller every day. People come here from all parts of the State. Whenever they need a piece of good Furniture they naturally think of us. Visitors are especially welcome to partake of our great spread

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Lvening Dress

This is our specialty. Our great facilities enable us to make these Suits, silk lined, at

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Such as the Romans indulged in, can be revealed in the modern bathroom when fitted up with porcelain tub, shower bath, tiled walls and floors and exposed plumbing. We will fit up a bathroom such as Lucuilus never laved himself in, with all the modern improvements and conveniences, at prices that cannot be competed with.

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